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4 May 1956

Honorable Percival F. Brundage
Director, Bureau of the Budget
Washington 25, D. C.

Dear Mr. Brundage:

Title IV of the Military Construction Act of 1955 (69 Stat. 324) provides:

"The Director of Central Intelligence is authorized to provide for a headquarters installation for the Central Intelligence Agency, in the District of Columbia or elsewhere, by the acquisition of land at a cost of not to exceed \$1,000,000, and construction of buildings, facilities, appurtenances, utilities, and access roads at a cost of not to exceed \$54,500,000, of which not more than \$8,500,000 shall be available for transfer to the National Capital Planning Commission and the Department of the Interior for acquisition of land for and construction to extend the George Washington Memorial Parkway to the present site of the research station of the Bureau of Public Roads at Langley, Fairfax County, Virginia: Provided, That at such time as it is determined that construction of such headquarters installation at said research station will not be commenced or continued, said amount of \$8,500,000, or the remainder thereof, shall no longer be available for obligation: Provided further, That at such time as the Central Intelligence Agency occupies the headquarters installation authorized by this title, the Administrator of General Services is authorized and directed to accomplish the demolition and removal of temporary Government building space in the District of Columbia of equivalent occupancy to that relinquished by the Central Intelligence Agency."

Chapter III of the Supplemental Appropriation Act, 1956 (69 Stat. 450) provides:

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"For the preparation of detail plans and specifications of a Central Intelligence Agency headquarters installation and for other purposes as authorized by title IV of the Act of July 15, 1955 (Public Law 161), to remain available until expended, \$5,500,000."

Of the \$5,500,000 appropriated, it was the understanding of the Congress, as communicated to me, that \$3,000,000 of this sum was for the preparation of detailed plans and specifications of the headquarters installation and \$2,500,000 for transfer to the National Park Service for construction of the Parkway. At the time this appropriation was considered the Congress expressed a wish that the Agency restudy carefully the site location of such a building. To meet this request the Agency retained the firm of Clarke and Raposo, who have an outstanding reputation in this field, to survey all the available sites and recommend the one best suited for the Agency's purposes. Their study resulted in a strong recommendation of the property presently occupied by the Bureau of Public Roads at Langley, Virginia. The Agency approved this recommendation and as required by law proposed it for consideration by the National Capital Planning Commission.

The National Capital Regional Planning Council and the National Capital Planning Commission approved this recommendation on 5 December 1955, and 3 February, 1956, respectively. Accordingly, the Agency is proceeding in coordination with the General Services Administration to take all steps necessary to construct a building at the Langley site as rapidly as possible. In coordination with the Public Buildings Service, an architect-engineer contract has been negotiated with the firm of Harrison & Abramovitz. The architects have prepared schematic and diagrammatic drawings of the proposed headquarters installation together with supporting architectural and engineering information and cost estimates, and the Public Buildings Service has prepared the cost analysis of the proposed installation. We have, therefore, completed the preliminary planning and are ready now to enter the definitive portion of the project.

From now on, all the steps taken in approval of plans, in arrangement for road construction, and in all the associated matters involved in a project of this magnitude are commitments based on a final concept to which we thereby become irrevocably bound. I believe it is essential, therefore, to put our proposal before the Congress at the earliest opportunity so that we may know before we are finally committed that our concept has congressional approval and the funds authorized therefor are, in fact, appropriated for the purpose of

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its completion. I, therefore, ask your approval to present this proposal to the Congress during the present session and request the appropriation of \$49,000,000 to be available until expended, of which \$43,000,000 will be available in addition to the \$3,000,000 already appropriated for planning and construction and \$6,000,000 of which will be available in addition to the \$2,500,000 already appropriated for acquisition of land for and construction to extend the George Washington Memorial Parkway. The proposed obligation and expenditure of these funds would be in accordance with the attached schedule (Annex B).

In considering the nature of the installation, a complete survey was made with the architect-engineer of the special requirements of the Central Intelligence Agency (Annex A). The unusual security needs of this Agency make mandatory a compartmentation of personnel greatly in excess of that normally required in government or private office buildings. Special arrangements must be made for secure handling in storage and transmission of large amounts of classified material. Provisions must be made for the installation and effective use of special electronic equipment used in the analysis of intelligence data. Finally, we wish to have a building which, while without frills, will provide a working atmosphere for our employees which will be pleasant and conducive to maximum production. Considering all of these requirements, as well as the physical characteristics of the site, the firm of Harrison & Abramovitz has recommended a block type wing building as most satisfactorily meeting all the special requirements of the Agency. My staff and I have examined the plans proposed and are of the opinion that they are most responsive to the needs of this Agency, providing a secure, efficiently organized, and, although simple and non-monumental, attractive installation.

We therefore wish to obtain the approval of the Congress to the installation proposed. We request that that approval be expressed in terms of an appropriation now for the balance of the funds authorized. We would like to move into this installation as soon as may be humanly possible. Occupancy of the new building will increase considerably both the security and efficiency of our operations, and will bring about substantial economies in operating costs. Due to increased costs of construction since the authorization was granted, as well as reductions from what now appears to have been a realistic estimate by the Public Buildings Service, the total amount authorized will not be adequate to provide a building which will house all of our employees in the Washington metropolitan area. However, the building proposed will provide space for approximately 8,000 employees, permitting the

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evacuation of the temporary space we now occupy, so that its demolition will be possible in accordance with the President's plans for urban renewal in the District of Columbia. The total number of buildings occupied by the Agency will be considerably reduced, with resultant benefits. Delay, in addition to perpetuating excessive operating costs, may occasion an appreciable further increase in construction costs, therefore further reducing the space that can be provided with the funds available.

We cannot proceed much further, however, unless additional funds are available for obligation. Even while the architect is completing detailed plans, we can proceed with necessary preliminary activity - if the funds are available. This will be a construction project of considerable magnitude. Provisions must be made for adequate access to the site, for parking facilities for the several thousand construction workers who will be involved; for preparation of the site to allow the construction of foundations and to provide stockpile areas for construction materials. Prior to the completion of all of the detailed plans, foundations and basements could be contracted for and installed. Additional right-of-way must be acquired for the extension of the George Washington Memorial Parkway, and its extension must be commenced so that it will provide access to the site during construction. The net result of taking these steps would be to bring that much closer the day when the building will finally be ready for occupancy.

The foregoing is based upon current construction costs. Further increases in such costs would, of course, result in a further reduction in space. As supplementary information is constantly being developed, I should be pleased to confer with you further in preparation for presentation to the Congress.

Sincerely,

/s/
Allen W. Dulles
Director

Enclosures

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